

Intimations.

4th DRAWING.

Chinese Imperial Government Loan 1877.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following numbers of Bonds to be paid off at par, on the 31st of August next (1879), when the Interest thereon will cease to be payable, were this day Drawn at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, 31 Lombard Street, E.C., in the presence of Mr. GEORGE HENRY BURNETT, Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

1146 Bonds Nos.:-

2	1617	3221	4840	6447	8052	9663	11278	12884	14497
19	1634	3245	4866	6462	8072	9681	11298	12908	14515
35	1650	3268	4889	6482	8091	9697	11306	12910	14523
53	1655	3266	4886	6495	8099	9710	11316	12928	14539
69	1679	3280	4893	6505	8118	9717	11340	12939	14551
73	1692	3297	4902	6511	8123	9741	11352	12951	14561
89	1697	3310	4916	6533	8135	9758	11357	12965	14587
110	1711	3324	4929	6548	8150	9769	11379	12984	14597
114	1725	3338	4953	6562	8163	9784	11384	12998	14610
137	1750	3350	4970	6580	8186	9797	11397	13008	14622
145	1754	3368	4984	6594	8199	9812	11421	13027	14635
168	1765	3375	4987	6595	8208	9815	11434	13037	14649
175	1780	3398	4999	6621	8231	9836	11450	13061	14671
187	1806	3405	5026	6634	8233	9854	11459	13064	14681
205	1818	3422	5037	6641	8249	9862	11480	13082	14700
223	1834	3440	5043	6654	8271	9873	11492	13096	14714
236	1848	3451	5064	6665	8277	9892	11499	13118	14725
250	1852	3461	5079	6692	8299	9902	11512	13130	14741
267	1870	3485	5088	6695	8305	9921	11531	13144	14752
280	1880	3497	5097	6716	8329	9928	11547	13168	14760
281	1895	3506	5122	6721	8332	9952	11551	13163	14777
305	1913	3517	5127	6747	8358	9957	11572	13180	14788
315	1926	3539	5148	6753	8365	9975	11579	13189	14808
328	1941	3546	5155	6767	8383	9991	11598	13204	14822
346	1954	3566	5173	6779	8397	10000	11608	13219	14838
358	1966	3574	5188	6795	8414	10019	11628	13240	14850
371	1980	3588	5196	6806	8422	10033	11644	13246	14856
388	1997	3602	5211	6829	8434	10046	11650	13262	14874
402	2007	3614	5231	6845	8454	10058	11663	13274	14888
410	2025	3635	5247	6852	8469	10069	11687	13299	14908
429	2032	3650	5253	6862	8482	10088	11693	13303	14924
440	2054	3662	5269	6883	8491	10098	11707	13316	14926
452	2069	3679	5291	6894	8501	10115	11719	13330	14951
464	2083	3696	5298	6908	8514	10128	11744	13346	14954
487	2099	3699	5310	6921	8538	10138	11750	13367	14980
492	2113	3723	5325	6933	8546	10158	11772	13371	14988
512	2115	3728	5344	6953	8556	10170	11787	13397	14995
525	2138	3751	5349	6966	8575	10180	11798	13401	15020
539	2148	3754	5376	6979	8585	10202	11810	13413	15035
547	2160	3775	5377	6988	8600	10214	11827	13429	15050
569	2177	3785	5400	7007	8624	10225	11832	13444	15053
575	2187	3805	5407	7018	8638	10246	11854	13457	15074
598	2208	3812	5427	7030	8645	10258	11866	13475	15079
611	2213	3836	5441	7055	8658	10265	11874	13495	15096
628	2232	3848	5447	7065	8674	10284	11897	13507	15112
637	2248	3862	5473	7079	8694	10301	11910	13518	15134
649	2258	3868	5485	7085	8704	10316	11920	13526	15144
669	2277	3888	5494	7099	8714	10329	11934	13550	15152
684	2295	3893	5505	7114	8731	10344	11951	13563	15171
689	2306	3910	5530	7133	8740	10350	11963	13571	15189
712	2316	3922	5531	7144	8759	10370	11977	13591	15202
720	2334	3937	5557	7155	8770	10375	11992	13604	15212
729	2342	3953	5563	7169	8786	10389	12001	13619	15222
744	2363	3967	5585	7192	8801	10410	12018	13624	15245
762	2375	3983	5599	7210	8817	10430	12037	13647	15257
772	2383	3994	5603	7223	8827	10433	12047	13656	15273
785	2405	4013	5617	7230	8848	10458	12066	13678	15285
800	2421	4022	5642	7252	8869	10459	12072	13682	15301
817	2424	4036	5644	7264	8863	10477	12085	13701	15304
836	2450	4050	5662	7273	8880	10480	12104	13714	15317
844	2454	4062	5683	7281	8900	10506	12114	13733	15335
857	2467	4081	5698	7295	8914	10515	12126	13739	15352
873	2488	4099	5700	7310	8929	10535	12139	13753	15367
883	2495	4110	5719	7330	8938	10553	12162	13765	15383
899	2507	4118	5728	7338	8949	10559	12180	13783	15390
922	2533	4138	5745	7356	8963	10582	12192	13791	15404
937	2535	4153	5756	7367	8980	10598	12204	13815	15416
946	2552	4162	5775	7382	8993	10610	12214	13830	15435
955	2569	4176	5786	7397	9010	10614	12228	13846	15453
967	2590	4191	5798	7411	9028	10638	12248	13859	15462
988	2594	4201	5816	7428	9035	10649	12260	13863	15480
995	2609	4217	5827	7441	9051	10655	12273	13876	15490
1009	2623	4230	5844	7451	9061	10675	12282	13901	15507
1027	2635	4256	5856	7464	9080	10685	12303	13914	15519
1047	2651	4263	5868	7488	9088	10703	12314	13924	15530
1057	2663	4281	5887	7491	9111	10711	12329	13936	15552
1071	2688	4289	5898	7512	9127	10730	12347	13947	15563
1083	2698	4301	5914	7519	9132	10739	12351	13960	15574
1104	2711	4316	5929	7540	9145	10754	12372	13982	15588
1120	2726	4328	5940	7552	9159	10773	12384	13990	15598
1128	2739	4354	5953	7566	9177	10792	12399	14004	15617
1147	2755	4368	5965	7586	9186	10799	12407	14023	15634
1167	2767	4372	5981	7600	9204	10813	12428	14035	15642
1169	2775	4395	6005	7608	9218	10825	12439	14048	15666
1182	2793	4410	6016	7627	9231	10843	12455	14066	15676
1199	2808	4420	6029	7635	9242	10852	12471	14076	15685
1215	2818	4436	6045	7648	9256	10874	12487	14097	15702
1220	2837	4439	6067	7662	9271	10884	12502	14111	15717
1238	2854	4461	6076	7675	9284	10896	12508	14121	15736
1256	2861	4473	6085	7694	9309	10915	12530	14129	15749
1271	2877	4492	6091	7714	9319	10931	12544	14153	15755
1281	2896	4495	6108	7735	9329	10954	12569	14162	15792
1290	2908	4516	6120	7749	9338	10970	12577	14192	15796
1307	2915	4527	6143	7768	9370	10987	12587	14195	15814
1318	2931	4549	6155	7773	9387	11002	12609	14222	15821
1340	2953	4553	6167	7789	9407	11011	12624	14225	15846
1358	2960	4570	6187	7798	9415	11027	12640	14243	15856
1372	2970	4591	6195	7808	9443	11051	12670	14270	15874
1385	2983	4599	6215	7823	9432	11036	12654	14254	15874
1395	3004	4615	6227	7830	9443	11051	12670	14270	15874
1408	3011	4623	6240	7847	9457	11068	12683	14282	15897
1419	3025	4637	6255	7856	9466	11086	12692	14303	15908
1436	3050	4653	6260	7877	9479	11091	12711	14311	15927
1452	3065	4669	6279	7885	9506	11110	12714	14326	15940
1459	3067	4681	6290	7897	9511	11124	12738	14338	15948
1473	3093	4695	6302	7912	9530	11136	12749	14361	15967
1491	3102	4712	6320	7925	9546	11149	12755	14371	15975
1512	3116	4723	6331	7948	9556	11162	12774	14379	16001
1521	3128	4736	6354	7959	9565	11179	12796	14401	16015
1527	3137	4748	6362	7974	9584	11192	12798	14416	16028
1546	3154	4769	6380	7981	9602	11203	12812	14433	16033
1568	3165	4789	6387	8008	9607	11225	12831	14441	
1577	3181	4792	6403	8010	9625	11232	12848	14461	
1591	3206	4803	6416	8032	9641	11246	12854	14475	
1607	3207	4828	6427	8050	9656	11265	12879	14487	

For £100 Sterling each, = £114,600.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

(Signed) GEO. H. BURNETT,

Accountant.

W. W. VENN, Junior,

Notary Public,

2, Pope's Head Alley, Cornhill, E.C.

LONDON, 12th June, 1879.

CHINESE IMPERIAL GOVERNMENT LOAN 1877.

THE COUPONS falling due 31st August current of the above LOAN, together with the BONDS DRAWN for Re-

demption, will be Paid at the Office of this

CORPORATION on and after that Date.

For the HONGKONG & SHANGHAI BANKING

CORPORATION,

Agents issuing the Loan,

T. JACKSON,

in which judgment was given about a week ago. Mr. Denny, who appeared for the defendant, made the application, which was granted, conditionally on his paying the amount of judgment, and costs in Court. This has been done to-day, \$418.75 having been paid in. In the case of Lee Kuan Chu v. Chun Chuan Hang the judgment was given in favour of plaintiff (for whom Mr. Denny appeared), with costs.

The danger of a typhoon seems to have passed away for the present. The barometer has been slowly and steadily rising the whole of the day and registers to-night at six o'clock, 29.780 against 29.610 at the same hour last evening. The wind has been blowing fresh outside, but no report has come to hand to indicate its having reached anything like a typhoon. The majority of the sampans have returned to this side, and the boat-people seem quite confident that the burst which was anticipated no longer threatens us.

One million *kin* of Chinese rice, which had been imported to Kobe from Hongkong in a steamer and a sailing vessel, have been sold at the rate of *yen* 2.60 per 100 *kin*.

The prospectus has been issued of the Japan Fire Insurance Company, which has just been issued by the Board of Directors. "The objects of the promoters," says the circular, "is to endeavour to establish a Fire Insurance Company upon the mutual principle, slightly modified, which has already met with such complete success in China." The capital is to be one Million Dollars, in 2,000 shares of \$500 each, 250 of which have already been taken, and it is proposed to commence operations as soon as 1,000 are subscribed for. Headquarters are to be at Yokohama, with branches at Higo, Nagasaki, Shanghai and Hongkong.

On Friday July 11, when the House of Commons was crowded to hear the arraignment of the Speaker, Prince Christian sat over the clock, and later in the afternoon the seat to his right was occupied by the Marquis Tsing, Envoy Extraordinary and Minister Plenipotentiary of the Emperor of China, whose dress, a glory of golden silk, stood out in charming relief from the monotony of the black coats of Western civilisation.

Police Intelligence.

(Before C. V. (Creagh, Esq.)
Wednesday, August 27.

LARCENIES.
Ng A Kai, a servant in the employ of Mrs. Sands, had hung his trousers outside his sleeping room window for the purpose of drying them; Kwan A Fung, a street coolie, happening to pass by espied the trousers and was about to appropriate them; when he was surprised in the act, pursued, captured, and given in charge. Defendant made the usual defence, that some one else had done the deed and that he had been arrested by mistake. He got three months' imprisonment with hard labour.

To A Wing, describing himself as an earth coolie, was found in possession of two baskets, the property of a hawk.
Defendant stated that he had asked complainant for the loan of the baskets for the day, and, as he said nothing, he took them away.
Prisoner was sent to goal for six weeks with hard labour.

UNTIMELY VISITS.
Chan A Luk, who admitted a previous conviction of gambling, was found in a shoemaker's shop in Lascar Row this morning between four and five o'clock. Defendant said he had gone to call at the shop for a jacket he had left there. This was denied by the master of the shop, who affirmed that he never saw the defendant before this morning.

A sentence of three months with hard labour, as a rogue and vagabond, will probably teach defendant that the small hours of the morning is not a fitting time to call at people's houses for property which he may have left there.

CORRESPONDENCE.

PEPPER AND SALT.

To the Editor of the "CHINA MAIL."

Hongkong, August 26, 1879.
Sir,—I observe that a case in the Police Court has cropped up against Mr. Kwok Achong, a leading native merchant in this Colony, for having kindled a fire in the street near his dwelling, thereby causing much alarm to the inhabitants, and a deal of trouble to the fire brigade. Now, to have done such a trick as this—setting alight the 85 days orthodox mourning for his mother—without first getting the sanction of the proper authorities is simply a piece of arrogance and presumption, which would not have been tolerated in any town in the East, with the bare exception of Hongkong, without serious trouble accruing to the offender; this from the mere risk of setting fire to the adjacent houses whereby lives and property might have been jeopardized by a catastrophe. Then just look at the preposterous fine levied on the offender,—\$2. Surely the nature of the case demanded a thorough investigation at the hands of the police before being brought into Court; if found guilty, the culprit should have been dealt with by a heavy fine being imposed on him, and a severe caution administered at the same time; or the case should never have been brought before the Magistrate at all. I will venture to say if the bluff Magistrate of the Island of Tippecanoe and Cocconuts, in the Malay peninsula, had had the case in hand, he would have passed sentence of imprisonment with the option of a heavy fine. Where are the fearless and impartial men to be found in China that will draw a proper line of reasoning, and sentence accordingly? Here's a case of a serious nature where the offending party gets fined \$2, and shuffles off attending the Magistrate's summons to boot, because he is a rich Chinaman forsooth! Another unfortunate European not long ago committed the crime—mark the expression—of stowing himself away in a P. & O. steamer from Yokohama, to this port, just because the poor fellow was "hard up," and seeking his

bread; he got sentenced to one month's imprisonment in H. M. Gaol to work a dry turbine, grinding wind. Wonderful are the vagaries of Magistrate's decisions in China sometimes!

You have a letter in your Saturday's issue, I observe, from a correspondent in Penang about the *Ananda* case referred to in your "Town Talk" some time ago; that usually masterly-inactive Administrator having vetoed the Magistrate and Marine Court of Inquiry's finding of three months' suspension of certificate against Captain Bowers, who was acting as mate of the vessel at the time when the accident to the boilers occurred. It appears that the Administrator has acted against all precedent in allowing Captain Bowers to take command of the vessel on a foreign voyage to Mangoon, or Magni Archipelago, on a suspended certificate. This is not the first time, however, that the Colonel has carried matters with a high hand lately—as witnessed the case in the Singapore High Court the other day, between the Judge and himself. What a pity it is that he was not as energetic during the Chinese riots in Penang in the year '87; the public then would have had much to be thankful for, and their lives would never have been in jeopardy, or themselves in bodily fear of harm! However in the natural course of events, when the veil is lifted, one can see sometimes into the mystery of things. Well, in the matter of Captain Bowers, we can see how he aids a friend and protects. Does any one remember the case of poor Captain Lloyd, the Superintendent of the Ding-Ding, losing his life by being assassinated by a lot of Chinese scoundrels some time ago—perhaps 12 or 13 months ago? And does any one remember the "dressing down" the then Lieut. Governor of Penang received at the hands of the Straits Press for the so-called neglect and dereliction of a common duty in that case? If not, the files can be found and perused. They will show that the Colonel's champion was one Captain Bowers, who in a vain effort of despair tried to exonerate his friend, the Lieut. Governor from all blame in the matter of poor Lloyd's untimely end, and to prove the great ability the Colonel displayed in bringing the murderers to justice. Vain however were the lugubrious tales he unfolded, as the public would never believe him. So one may easily guess the worthy feelings that animated the Administrator's decision in throwing overboard the Marine Court's sentence in the case of the *Ananda*, and allowing his friend the Captain to go in command of the vessel; while poor Tommy Child (the original Captain) languishes under the ban of the Court's judgment. Verily, there are wheels within wheels, and side winds are still blowing very auspiciously and favourably for those who are accepted as the favoured of the great. What shall be done to the man whom the Administrator delighteth to honor? Well, I presume that a great deal will be done ere long—not with the Captain, but with the Colonel; and if the Court of Inquiry only stick to their finding, we shall have such a pretty little squabble out of the case yet! All I can say is, "Go in, Gottlieb." You are known to be of the true metal, staunch, and true and, next to Mr. Reade of Singapore, Consul General for Netherlands India—one of the most fearless, and independent men of the Straits Settlements. Long may you yield your baton of office with the same inflexible, and impartial spirit, that has so long and meritoriously characterized your decisions.

Looking over some old files of the *China Mail* I find that a correspondent "Shiao" complains of the disreputable state of Stanley Street, and I can quite endorse his opinion, as a more dangerous street is not to be found in the Colony. It would appear that the remarks of "Shiao" have not reached home, and I fear the authorities of Trinity Square are "rather hard in the horn," and that you can make as much impression on them as "a blister on a wooden leg." The condition of the street is now, I consider, both a dangerous, and disgraceful one, and it will be a pity if any one outside "Trinity Square" should fall down and break their limbs, or smash their heads against the formidable peaks, and boulders running up more than a foot high, and plentifully dispersed along the thoroughfare. Well, all this state of things comes of having only one man to do the work, and allowing the question of what and how much work shall be done to lie entirely in that man's option. The chronic failure of many of these little but important necessary works being carried out is caused by the Government Officials having the works in their own hands; and this order of things can only be rectified by the citizens of the town organizing a Council or Municipality, and taking the Public Works in their own hands; then they would know where the revenues went to, and for what purpose they were expended. At present the scales have not fallen from their eyes, and they are seeing "as through a glass darkly," but I hope small unit as I am, by plugging at this bull's-eye shot after shot, at occasional intervals, that I shall make an impression in the right quarter sooner or later.

INDICATOR.

China.

AMOI.

(*Gazette, August 21.*)
The Chinese gun-boat *Wang Nien Ting* left port this day bound for Foochow, whether she is conveying some 300 bachelors of arts who are proceeding to the provincial capital to compete for the second degree. We understand that these candidates are provided with a free passage, with the exception of \$1 each, paid to the cook for food on the way.

The following charters were effected in Amoy—
Mikado, 16,000 piculs, Keelung to Shanghai, 20 lay days, \$1.50 per ton.
Oto, 5,200 piculs, to Tientsin and back.
Catharine, 8,500 piculs, to Newchwang and back Amoy, 23 lay days, \$1.950.
Francisco, 9,000 piculs, Newchwang and back, 22 lay days, \$1.440, if to Swatow, \$1.890.
Coroline, 6,300 piculs, Newchwang and back, 13 lay days, \$1.075.

SHANGHAI.

(Courier.)

The *Hankow* reports having fallen in with the German brig *Harlequin* on the 10th August, while off the North-East Promontory. She was in distress, but declined assistance. The vessel was afterwards towed into Chefoo by the *Wolf*.
In another column we publish a translation of a proclamation issued on the 18th instant by the Governor of the adjoining province of Chekiang in regard to military

matters. The Governor promises increased pay to soldiers to induce people to enlist, and to encourage the troops to drill more diligently. It would be interesting to know whether or not this movement has any reference to the Looch can difficulty. There can be no doubt that more activity is being displayed in military and naval affairs in China at the present time than is usual, and there must be some reason for this fact.

Our Newchwang correspondent, writing under date of August 15th, says: "We have had very heavy rainfalls more or less ever since St. Swithin's day. The Native St. Swithin's was on the 16th July—the day after the Simon Pure—and on both days it poured, so that we are not surprised at the wet weather since then. Unfortunately the crops, we hear, have been suffering, and much distress will occur when Jack Frost sets in."

Manila.

(Translated from our Manila Exchange.)

The steamer *Paragua*, (whose casualty we reported the other day) on her way from the port of Cullion in Calamianes to Manila, struck a rock on Aninica reef on the morning of the 19th, and stranded. It appears that the vessel was being navigated with all due precautions, having deviated from the reef about two miles according to the chart, when suddenly she struck a rock, knocking a hole in her bottom, which was successfully stopped. No further danger was feared at the time and she was proceeding in order to reach the Praya where she would be beached to get the damage repaired, when she struck another rock with her keel, and the vessel commenced to fill, the water rushing into the engine-room, and the engines being consequently stopped. While in this situation she sighted the steamer *Panay* on her voyage out with the mail; and the latter steamer took the mails and passengers of the stranded vessel on board, and returned to Manila. It is hoped that the *Paragua* is in a very good condition to be floated off. The steamer *Panay* left on the 22nd with the necessary materials to render assistance. Captain Gil has remained by the vessel under his command.

An auction sale of left tobacco was held on the 18th, when 7814 quintales were offered; out of which only 668 quintales were sold for a total sum of \$18,424.

There was no offer made at the sixth sale of the American barque *Masonic*, which took place on the 18th.

During the last fortnight of August, there were imported into these islands 191,880 dollars' worth in Spanish silver coins; and exported during the same period 192,200 dollars' worth in Spanish gold coins, and 4600 dollars' worth in gold dust. Charters effected up to August 16th, are:—British barque *Hope*, for the Channel Islands, sugar at 35; British barque *Dundonald*, for London, wet sugar at 35; and hemp at 40; American ship *Cutty Sark*, for New York, private.

Singapore.

(Times.)

What is the reason, may we ask, that the finding of the Official Marine Court of Enquiry (which finding was given early in June last) which sat in Penang, into the accident which occurred to the boiler of the S. S. *Ananda* while on a voyage from this port to Penang, has not been published in the *Government Gazette* up to this date. The Court of Inquiry, on the occasion, so we learn by the *Penang Gazette*, but not by the Official *Gazette* of the Settlements, ruled that the certificate of the master, Captain Child, should be suspended for three months; that of Captain Bowers, the chief officer, for 3 months; that of the chief Engineer, Mr. Aitken, for 6 months, while the certificate of the 2nd Engineer, Mr. Hornsley, was cancelled, and the 3rd Engineer was severely reprimanded, as were also all the others. In the face of this finding, which we suppose is correctly reported by our contemporary, the *Ananda* is now being sailed under the command of Captain Bowers, by the express consent of the Government! We have already expressed our hope that one of the Unofficial members will question the Government on this subject.

It is rumoured in legal circles here that, perhaps, Mr. Justice Ford will be offered the post of Chief-Justice of Ceylon vacant by the resignation of Sir John Phear, but we consider it is very improbable that Mr. Ford will be offered the appointment. Some Indian Judge of long experience will, probably, succeed Sir John Phear.

The troopship *Orontes*, which took home the Prince Imperial's body, had amongst its wounded passengers, Captain Hinxman, now of the 5th Regiment or "Die Hard." Some of our readers may remember that Captain Hinxman, then a Lieutenant in H. M.'s 10th, was in command at the storming of the Paroa, stockade in the *Negri Sembilan*, when Lieutenant Peyton of the 10th and Captain Murray, H. M.'s Resident in Singapore, with his dog, distinguished themselves. Captain Hinxman received his wound in the Paroa affair, but escaped without a scratch. He has not been so fortunate in Zululand. Captain Hinxman was seriously wounded in the upper third of the right leg by a round bullet (which he preserves as a souvenir) at the battle of Ginghulwa, on the 2nd of April. The shot completely smashed the fibula, but as ten pieces of bone have been extracted, he is now well again convalescent. He was removed to Nelly Hospital, where he will be the first inmate of the four wards which have been recently erected for the use of sick and wounded officers. He is loud in his praises of the pluck and dash displayed by the Zululans, and he has no hesitation in saying that no European troops would have come up time after time to the intrenchments in the face of the terrible fire which mowed them down like grass. One Zulul, he noticed, still struggled onward after receiving five shots from the Gatling; and a young black, who could not be more than 14 years of age, succeeded in forcing his way to within 15 yards of the intrenchments, when he was captured by a blue-jacket and drawn within the shelter. The appearance of things looked suspicious, the intrenchments were widened to double their breadth as an extra precaution; and no sooner was the work accomplished than the attention of Captain Hinxman was directed on the night of the 2nd of April, about 9 o'clock, to the peculiar aspect of the tall grass, which was observed to wave in a contrary direction to the wind. Feeling assured that this enemy was concealed in the grass, the Captain formed up his company, in four lines, so that there should always be two ranks with their rifles loaded, and ordered them to fire among it. Immediately afterwards a couple of Zulul

jumped up with a loud shriek and fell dead. Contrary to general opinion, the enemy make their attacks in comparative silence. After skirmishing for some time they advance with great rapidity in lines, the moment one falls another comes forward and carrying onward the attack.

MR. HENNESSY AT HAKODATE.

(Japan Herald.)

On reviewing Mr. Pope Hennessy's public utterances during his visit to this country, we have come to the conclusion that he is a gentleman of an extremely sympathetic temperament, and possessed of a very imaginative, and it may be said slightly romantic turn of mind, to whom if fictions be not facts, in the words of one of his countrymen, "then so much the worse for the facts."

Of all the arts in which Irishmen peculiarly excel,—and they boast many accomplishments, to which your more dull, and plodding Englishmen can, indeed, make but faint approach,—that of the successful practice of blarney is most pre-eminent. It is racy of the soil, and flourishes with such a spontaneity, and exuberance in the land of Mr. Hennessy's birth, as to make the natives of it half unconscious of its universality, and to become by life-long practice such adepts as to be not clearly to what extent, in the daily intercourse of life, they are deceiving themselves, or are occupied in deceiving others.

In a country where deception and politeness are universal, nay, almost convertible terms, nothing is made greater use of than flattery, and Mr. Hennessy has taken care to employ plenty of it, laying it on so thick that either he, or some of the objects of it, might well blush for the grossness of its extent.

At Hakodate, the other day, in response to an address from the Japanese merchants of that place, Mr. Hennessy again ventilated his eloquence,—the members of the Tokio Chamber of Commerce some weeks ago, as will be remembered, being the first to be indulged with the facility of tasting the quality of it. In the speech delivered by him on that occasion, the marvellousness of the statistics he made use of excited universal surprise, and provoked much disbelieving and hostile criticism, but his last utterance was principally remarkable for its particularly eulogistic character. Mr. Hennessy lavished praise without stint on almost everybody or everything he could think of, in connection with his theme.

As to the figures he made use of in his first address, he shuffled the responsibility for them on to a predecessor in office, Sir Richard MacDonnell. But that line of action is, under the circumstances, scarcely permissible. Sir Richard MacDonnell is absent and can no longer answer for himself; and it must not be forgotten that Mr. Hennessy has been for more than two years Governor of Hongkong, and might fairly be presumed to be acquainted with the actual extent of the commerce of the port. Moreover, he did not give the figures as being those of his predecessor at all, but as being those of "last year." The name of Sir Richard MacDonnell may, therefore, be left out of the question, and Mr. Hennessy must find courage to face the situation in which his own statements have placed him.

Amongst the objects of Mr. Hennessy's encomiums, the Japanese Minister of Finance occupies decidedly the most distinguished position. He is at once, we are told, "hard working and popular;" "a typical statesman of young Japan." As a Finance Minister, Mr. Hennessy "had no hesitation in saying that Mr. Okuma was not surpassed by any Finance Minister in the world." Really, Mr. Hennessy almost takes a person's breath away by the gushing and positive terms in which he deems himself qualified to speak of Mr. Okuma's fitness for the office he holds. Considering that the speaker had but a few days' acquaintance with the Minister, and that he could not converse with him in his native tongue, a little more hesitation in talking of what he could really know little about would have better become him. "Wonder," it has been told, "is the result of ignorance;" it is not surprising then to find Mr. Hennessy, in continuation of his fervid utterances about Mr. Okuma, exclaiming, "What a wonderful labour he has accomplished! Mr. Gladstone's brilliant finance,—Sir Stafford Northcote's success as Chancellor of the Exchequer, appear common-places contrasted with what Mr. Okuma has had to do." In corroboration of Mr. Okuma's prodigious achievements, beside which Mr. Gladstone and Sir Stafford Northcote are told to hide their diminished heads, Mr. Hennessy assures us that he has actually "seen his array of well-disciplined clerks in the finance departments working at their journals, cash-books, and ledgers, on the English system; and in remote towns like Sendai, he had witnessed Mr. Okuma's instructions fully carried out in all their details." All this, in the words of Domitius Sampaio, may be set down as "prodigious."

Who would for a moment have suspected it? They actually keep books in the Finance Department, and Government officers, strange to say, are to be found in country places, carrying out the orders they receive from the central office. "It was as if in England a sudden spring had been made from the confused taxation and expenditure of the Norman Conquest to the days of Gladstone." Really Mr. Hennessy's sweats are almost too cloying for the ordinary palate; and if Mr. Okuma swallows in sincerity all the complimentary observations it has pleased Mr. Hennessy to make about him, his faith in human nature had need be great, and belief in Mr. Hennessy's integrity of utterance extensive.

But dropping Mr. Okuma, Mr. Hennessy, as a "well-meaning stranger," has, of course, a word of praise for the Government. There is nothing stingy about him, he lavishes compliments all round. The Government is both "thoroughly well informed and sensible." It confers numerous advantages upon the people of Yesso. It encourages immigration by a wise system of land tenure and taxes. It promotes intelligence by a system of popular education unsurpassed by any country in the world, "except, perhaps, the United States." The administration of justice which the speaker saw in operation "would indeed be a boon to some European nations"; the prison at Hakodate was a model one; and the criminals admirably dealt with. General Kuwada and the indefatigable officers of the *Kaitakushi* are credited with raising up "a rising generation of keen and industrious practical producers," whilst "every practical discovery of modern science utilised by General Kuwada and his staff." Even the Mitsui Bishi Company was not forgotten in the exuberant eulogies of the speaker, fortifying himself, however, in this instance, with the previously expressed

opinion of the Yokohama Chamber of Commerce. But we shall never have done in exhausting the list of the objects of Mr. Hennessy's encomia, and shall, we fear, tire our readers' patience. The climate,—the wheat,—the oats,—the barley, but more especially the mealy potatoes of the island, which, with the effusive gusto of an Irishman, well acquainted with the virtues of that excellent esculent, he declared to be "as well flavoured as the South of Ireland produces." But in order that nothing should be passed over,—the cows, oxen, and hardy breed of horses,—all came in for a share of approbation, winding up with the observation that, admirable as all these productions were, in the speaker's estimation these islands brought forth what "was far more profitable than even cereals and beef of European quality,—a race of sterling men."

Mr. Hennessy is certainly entitled to be considered a wonderful artist in painting everything *concolor de rose*; he handles the brush with a skill which only long use could give; but his picture of Japan and its products, animal, vegetable, and human, has no shade; its brightness, when shown by the lights of his imagination, may perhaps dazzle ordinary observers by its extraordinary lustre, but its truth to nature will be denied by those whose prolonged residence in the country has given them a more accurate knowledge of the realities of things than a superficial and flattering observer, such as Mr. Hennessy undoubtedly is, can make any just pretensions to possess. Viewed by the sober lights of common sense and ordinary experience, Mr. Hennessy's drawing is very incorrect, and the colour he delights in quite too exaggerated and gaudy to last.

It is not to be doubted that Mr. Hennessy's visit to Japan has proved a pleasure to himself and to his entertainers, who have not failed to ingratiate themselves in his estimation by their politeness, generosity, and hospitality. It is fair to presume that his vivid, but in many respects superficial and erroneous impressions will linger long in his memory. Like a child at the play, whose imagination is taken captive,—who is willing to believe everything real, but who has no opportunity to see the actualities behind the drop, Mr. Hennessy returns home dazzled and dazzled. In his inexperience and willingness to view everything in the most favourable light, he, without question, accepts tinsel as gold, and it was no part of the business of his hosts to deceive him.

Whilst there are many things in Japan of hopeful augury, and many acts of the Government meriting good words from Mr. Hennessy and deserving of recognition and encouragement, yet he appears to have been so completely carried away by the fervor of a too readily excited imagination, and to have been filled with a desire to be so effusively gracious towards those with whom he was brought in contact, as to render his conclusions unsound. Those who would really know Japan must look to other sources than to Mr. Hennessy's utterances for guidance in their quest. Mr. Hennessy is an enthusiast; he speaks dogmatically about what he can know little or nothing of; his judgment is defective and to be distrusted. The same uncontrolled power of magnifying that he recently applied to the commerce of Hongkong, he brings to bear on Japan, which in turn provokes enquiry, and that is fatal. Mr. Hennessy as a speaker does not appear to be embarrassed by many scruples. He is not deterred from being dogmatic by lack of knowledge, and he has quite an aptitude for rendering facts subservient to the purposes of his oratory.

JAPAN AND TREATY REVISION.

No impartial observer of the devious ways of Japanese statecraft can speak with even a semblance of respect of the proceedings of the Imperial Government in connection with treaty revision. When revision was first talked about, Japan, through her own envoys to the great powers, and through the representatives of those powers at her own court, received the most courteous and friendly assurances. At an anxious and critical political period, when the attention was absorbed in affairs of gravity and weight intimately connected with the welfare of her own country; when the Governments of the other great powers were also engaged in the mighty affairs of Europe, consideration for Japan, and a sincere desire to accede to her wishes upon a matter apparently considered by her statesmen to be of importance, prompted the European powers to offer to hold a conference for the purpose of treaty revision in London. This proposal, made in the most friendly spirit, was not accepted, and the action, originally initiated by themselves in Europe, was again transferred to Japan, the representatives of the nation having been recalled from London and Berlin to take part in the conference whenever it may be held. At this time, however, no negotiations are in progress; the Government are quite silent, and the revision of the treaties and tariff is apparently as far off as it was in 1872 when His Excellency Iwakura returned from his visit to Europe. No propositions have been put forward that can be discussed; the demand is solely for the restoration of sovereign rights made by a nation which does not, as many very recent events emphatically declare, understand the duties and responsibilities of a sovereign power. We have an earnest desire to avoid hurting the fine susceptibilities of any Japanese, but it would be false delicacy on our part to abstain from commenting upon the importance the Government and the Press seem to attach to the revision of the treaties. Years have been consumed; envoys have been commissioned and recalled; despatches have been written, and foreign journals have been subsidised to bolster up a cause which is constantly in danger of destruction by the arguments of the most elementary reasoners; and still no result is apparent. A portion of the Government and of the Japanese Press is under the impression that the question is sufficiently important to excite Europe to action. It is time these foolish and exaggerated ideas came to an end, and that Japan should know the actual truth of the matter. Europe is profoundly and supremely indifferent to when and how Japan chooses to proceed with the long-threatened revision. It is the trade of this country that feels the inaction which is now openly ascribed to the incompetence of any Japanese statesmen to explain, in a clear and reasonable manner, what Japan really requires foreign powers to do. Until some minister is found with mental capacity sufficient to deal with a subject far beyond the narrow views of an interested official clique, treaty revision may be assigned to the region of obscure inaction in which it has reposed for so many years.—*Japan Gazette.*

COMMERCIAL.

MESSRS. HINEMANN & Co.'s Freight Circular for the Mail of Tuesday, 26th August, says:—

During the past fortnight the market has continued badly supplied with disengaged tonnage, and the transactions have therefore been limited.

Coastwise, a moderate demand continues for the Northern ports, and freights in consequence of the absence of suitable vessels are firm, but show no improvement.

Homewards, very little business has been done, the inquiry for tonnage from the Philippines and China ports being but limited.

The American ship *J. A. Briggs*, 2,110 tons, left for San Francisco seeking. The disengaged tonnage in port amounts to 9 vessels, registering 7,297 tons, steamers not included.

The following are the settlements:—
American barque *J. A. Borland*, 670, to New York, private.

American barque *Adelaide Norris*, 676, to New York, private.

American barque *Antioch*, 646, to San Francisco, \$3,000 in full.

German barque *Hermann*, 444, Foochow and Hongkong to Port Elizabeth and Capetown, £2 5s. per ton of 50 c. ft., 30 lay days.

Danish brig *Gylding*, 240, Foochow and Hongkong to Capetown, £4 10 in full, 30 lay days.

American barque *P. Fitzpatrick*, 591, to Higo, 15 cents per picul, 18 lay days.

British schooner *Floral Star*, 244, to Toulon and back, 25 cents per picul, 20 lay days.

British barque *Hazel Holme*, 405, Quinhon to Hongkong, 23 cents per picul, 30 lay days.

British barque *Queen of India*, 399, to Newchwang and back, 24 cents per picul, 30 lay days.

Spanish steamer *Zamboanga*, 651, to Bangkok and back (inside the Bar), 82½ cents per picul; outside the bar, 27½ cents per picul, 14 lay days.

British steamer *Yangtze*, 782, to Saigon and back, 25 cents per picul, 14 lay days.

British steamer *Pernambuco*, 943, Saigon to Hongkong, 17 cents per picul, 8 lay days.

British steamer *Thales*, 864, to Saigon and back, 24 cents per picul, 14 lay days; and Saigon to Hongkong (recharter), 17 cents per picul, 7 lay days.

Quotations.

HONGKONG, August 27, 1879.

OPIMUM.—New Patna, cash, \$540
Old " " cash, 510
New Benares, cash, 510
Old " " cash, 740
Allowance Teal, —
Old Malwa, credit, 760
Allowance Teal, —

Exchange.

Bank, Wire, ... 37½
Demand, ... 38½
30 days' sight, ... 38½
4 months' sight, ... 38½
Credit, 4 " ... 38½
Documentary, 4 months' sight, 39
India, Wire, ... 22½
" demand, ... 22½
Shanghai, demand, ... 72½
80 days' sight, ... 73½
Gold Leaf, 99½ fine ... 27½
Sovereigns, ... 5/36

Shares.

Hongkong Bank, 55 ½ prem.
Union Ins. Society of Canton, \$1,300
China Traders' Ins. Co., \$1,400
North China Ins. Co., Tia. 1,250
Yangtze Ins. Assoc., Tia. 710
Chinese Insurance Co., \$285
H.K. Fire Ins. Co., \$775
China Fire Ins. Co., \$190
H.K. & W. Dock Co., 15 ½ prem.
H.K. & M. S. Boat Co., \$4 prem.
Shanghai Steam Navigation, Tia. 11
China Coast St. Nav. Co., Tia. 93
Hongkong Gas Co., \$70
Hongkong Hotel Co., \$65
China Sugar Refining Co., \$158
Chinese Imperial Loan of 1874, nominal.
Do. of 1877, do.

Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, August 27, 1879.

BAROMETER—9 A.M. ... 29.800
Do. 1 P.M. ... 29.800
Do. 4 P.M. ... 29.780
THERMOMETER—9 A.M. ... 81
Do. 1 P.M. ... 80
Do. 4 P.M. ... 78
Do. (Wet bulb) 9 A.M. 77
Do. Do. 1 P.M. 77
Do. Do. 4 P.M. 77
Do. Maximum ... 81
Do. Minimum over night 77

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.—

VESSELS TO ARRIVE.

AT HONGKONG.
Feb. 22, Grossfort Constantine, Hamburg
Apr. 6, Leon, Liverpool
10, Spica, Cardiff
21, Werra, London
26, Twilight, New York
27, Homewood, Penarth
May. 2, Alex Yeats, Cardiff
5, Alexander, Penarth
11, Southern Cross, New York
13, Glamorganshire, Cardiff
29, Joseph Hayden, Cardiff
31, Newcastle, Antwerp
June. 3, Adolph, Cuxhaven
6, Harrington, Flushing
12, Belle of Oregon, Cardiff
13, Pampero, Antwerp
23, Joachim Christine, Cardiff
27, Pym, Antwerp
July. 3, Undine, Cardiff
8, Glenrosa, Antwerp
10, Oxfordshire (s.), London
12, Nestor (s.), Liverpool
LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Scindia, Glenoea.
Glenartney, Londoun Castle.
Sailing Vessels.
Langland, Belled Will.
Sarah Scott.
At Liverpool.
Ajax, Diomed (s.)

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON TUESDAY, the 2nd September, 1879, at Noon, the Company's S. S. *PELLO*, Commandant PASQUALINI, with PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 1st September, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, August 20, 1879. se2

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. *BELGIO* will be despatched for San Francisco via Yokohama on THURSDAY, September 11th, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 10th September. PARCEL PACKAGES will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, August 22, 1879. se11

To Let.

STORAGE.

GOODS RECEIVED ON STORAGE in GODOWNS in PEDDAR'S WHARF BUILDINGS, at Moderate Terms.

Apply to G. R. LAMBERT.

Hongkong, August 9, 1879.

TO LET.

A FIRST-CLASS GODOWN on the Praya. Apply to VOGEL & Co. Hongkong, July 23, 1879.

TO LET.

ON MARINE LOT No. 65, FIRST-CLASS GRANITE GODOWNS. Apply to MEYER & Co. Hongkong, July 25, 1879.

"ROSE VILLAS"—FURNISHED OR UNFURNISHED, BONHAM ROAD. WITH Large TENNIS LAWN. Apply to SHARP & DANBY, No. 6, Queen's Road Central, Late Messrs E. D. SASSOON & Co. Hongkong, May 10, 1879.

TO LET.

HOUSE No. 7, PEDDAR'S HILL. DAVID SASSOON, SONS & Co. Hongkong, April 29, 1879.

Intimations.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS. 48, Queen's Road Central. Hongkong, August 20, 1879. se20

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November. Hongkong, February 10, 1879.

Intimations.
HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the Year ending December 31st 1878, and for the Six Months from January 1st to June 30th 1879; in order that the Distribution of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 24, 1879. oc31

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions for the Year ending December 31st 1878, and for the Six Months from January 1st to June 30th 1879, in order that the Distribution of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st OCTOBER next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, August 2, 1879. nol

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND TO POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. on the NET PREMIA CONTRIBUTED, payable at our OFFICE on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors, RUSSELL & Co., Agents.

Hongkong, May 5, 1879.

NOTICE.

HONGKONG COMMERCIAL EXCHANGE.

THE EXCHANGE ROOMS in MARINE HOUSE, Queen's Road Central, are Open Daily for the use of MEMBERS from 9 a.m. to 6 p.m.

Special Days—TUESDAYS and FRIDAYS, from 12 to 12.30 and 4 to 4.30 p.m.

Applications for admission as Members to be addressed to E. GEORGE, Secretary.

Hongkong, June 18, 1879.

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire GODOWNS to be let. Apply to MEYER & Co. Hongkong, August 1, 1879. se1

NOTICE.

FROM the 1st of OCTOBER, DR. EASTLACK will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL. Hongkong, September 23, 1878.

THE Undersigned have been appointed SOLE AGENTS for Hongkong and China for the Sale of their LEAD by the MECHANICAL MINING SOCIETY.

MEYER & Co. Hongkong, June 27, 1879. se27

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I, II, and III, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN EITEL, Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai. Hongkong, March 1, 1878.

Insurances.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

INSURANCES granted on MARINE RISKS to all parts of the World. MEYER & Co., Agents.

Hongkong, June 3, 1879. 3jn80

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE Insurance in China. MEYER & Co., Agents.

Hongkong, June 2, 1879. 2jn80

Insurances.
CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,
Secretary.

Hongkong, December 9, 1878.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £ 100,000 " Reserve Fund upwards of £ 120,000 " Annual Income £ 250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premia.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels, and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.						
Adria	Brit. str.	780	Aug. 18	P. & O. S. N. Co.	Bombay	30th inst.
Albay	Brit. str.	368	Aug. 20	Douglas Lapraik & Co.	Tamsui, &c.	11th prox.
Belgo	Brit. str.	1716	Aug. 14	O. & S. S. Co.	Yama & San Falso	
Bombay	Brit. str.	749	Feb. 12	Kwok Achong	Saigon	
Cassandra	Ger. str.	937	Aug. 25	Siemssen & Co.	Ningpo & Shanghai	To-morrow
Charlton	Brit. str.	786	Aug. 25	Soy Sing	Manila	To-morrow
China	Ger. str.	648	Aug. 27	Siemssen & Co.	Saigon	
Churrua	Span. str.	378	Aug. 23	Remedios & Co.	.....	Tug Flying
Craiglands	Brit. str.	709	Aug. 26	Russell & Co.	.....
Fame	Brit. str.	117	.....	H. K. & W'poa Dock Co.	.....
Kingchow	Brit. str.	365	May 27	Kwok Achong	Coast Ports	29th inst.
Namoa	Brit. str.	862	Aug. 24	Douglas Lapraik & Co.	Foochow	To-day
Norden	Dan. str.	778	Aug. 23	Siemssen & Co.	Australian Ports	30th inst.
Norna	Brit. str.	606	May 31	Kwok Achong	Saigon	30th inst.
Olaf	Dan. str.	976	Aug. 24	Siemssen & Co.	.....	K'loon Dock
Sea Gull	Amer. str.	48	Mar. 24	China Traders' Insurance Co.	.....
Thales	Brit. str.	820	Aug. 20	Jardine, Matheson & Co.	.....
Yangtze	Brit. str.	782	Aug. 20	Siemssen & Co.	.....
Zamboanga	Span. str.	651	Aug. 24	Remedios & Co.	.....
Zephyr	Brit. str.	.....	.....	Russell & Co.	.....
Sailing Vessels.						
Adam H. Simpson	Amer. sh.	1524	Aug. 4	Borneo Co., Limited	New York	
Advance	Chinese bqe.	336	Aug. 9	Vogel & Co.	San Francisco	For Sale
Adelaide Norris	Amer. bqe.	719	Aug. 11	Vogel & Co.	Hamburg	
Agnes Muir	Brit. sh.	851	July 26	Meyer & Co.	Touron	
Ann Adamson	Brit. bqe.	464	June 26	Kwong Him Woo	New York	
Anna Bertha	Ger. bqe.	468	Aug. 26	Caplain	Sydney	
Antioch	Amer. bqe.	646	Aug. 7	Vogel & Co.	London	
Candace	Brit. bqe.	263	July 5	Chinese	New York	
Chocola	Brit. bqe.	284	July 21	Adamson, Bell & Co.	Newchwang	
Ebenzer	Brit. bqe.	319	Aug. 24	Caplain	San Francisco	
Edward Barrow	Brit. bqe.	958	June 26	Vogel & Co.	.....
Excelsior	Amer. bqe.	593	Aug. 24	Caplain	.....
Fangh Balough	Ger. bqe.	240	Aug. 24	Carlowitz & Co.	.....
Floral Star	Brit. bqe.	244	July 30	Adamson, Bell & Co.	.....
Fred. P. Litchfield	Amer. bqe.	1083	July 11	Russell & Co.	.....
Friedrich Perthes	Ger. bqe.	446	Aug. 24	Siemssen & Co.	.....
Gylding	Dan. bqe.	240	Aug. 5	Siemssen & Co.	.....
Hermann	Ger. bqe.	444	Aug. 7	Wieler & Co.	.....
Highlander	Amer. sh.	1352	June 19	Vogel & Co.	.....
Hongkong	Ger. bqe.	219	Aug. 26	Arnhold, Karberg & Co.	.....
J. A. Borland	Amer. bqe.	670	July 26	Vogel & Co.	.....
Jessie McDonald	Brit. bqe.	275	Aug. 24	Arnhold, Karberg & Co.	.....
John Potts	Brit. bqe.	374	Aug. 26	Butterfield & Swire	.....
Jules Dufaur	Brit. bqe.	434	Aug. 20	Tan Kung Ho	.....
Kalaja	Russ. bqe.	690	Aug. 18	Vogel & Co.	.....
Kvik	Norw. bqe.	417	Aug. 24	Siemssen & Co.	.....
Madoap	Brit. bqe.	199	Aug. 27	Turner & Co.	.....
Monte Rosa	Amer. sh.	1313	June 15	Vogel & Co.	.....
Prosperity	Brit. bqe.	476	Aug. 12	Chinese	.....
Queen of India	Brit. bqe.	390	Aug. 18	Wieler & Co.	.....
Rifeman	Brit. bqe.	740	June 19	Order	.....
Sir Lancelot	Brit. bqe.	888	Aug. 24	Jardine, Matheson & Co.	.....
Sumatra	Amer. sh.	1090	Sept. 3	Russell & Co.	.....
Townomba	Brit. bqe.	585	Aug. 25	Borneo Co., Limited	.....
Triton	Ger. bqe.	558	Aug. 21	Wieler & Co.	.....
Vesta	Dutch bqe.	417	Aug. 26	Siemssen & Co.	.....
Vigilant	Amer. sh.	1800	June 11	Russell & Co.	.....
WHAMPOA.						
Courier	Porte	bqe.	346	Aug. 12	Carlowitz & Co.	
CANTON.						
Fuyew	Coad	Chl. str.	920	Aug. 27	C. M. S. N. Co.	Shanghai
Ningpo	Coad	Brit. str.	761	Aug. 24	Siemssen & Co.	Shanghai
Pautah	Patterson	Chl. str.	784	Aug. 23	C. M. S. N. Co.	Shanghai

Men-of-war in Hongkong Harbour.

<i>Vessel's Name.</i>	<i>Anchor- age.</i>	<i>Flag.</i>	<i>Class.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>H. P.</i>	<i>Date of Arrival.</i>	<i>Commander.</i>
Egeria.....	6 o	British	steam sloop	794	4	120	Aug. 14	A. L. Douglas
Li Tai.....	7 h	Annamese	man-of-war	2060	...	.....	June 10	Yuen
Mecanee.....	6 k	British	military hospital	2591	.....	.....	.....	.....
Sheldrake.....	5 k	British	gunboat	455	4	60	July 18	Lt.-Com. M. L. Bridges
Sun-kee.....	Jar. Sl.	Chinese	gunboat	180	5	60	June 23	J. H. Wade
Vencedora.....	K. D.	Spanish	man-of-war	.....	.....	.....	Aug. 5	Francisco Alaraz
Victor Emanuel.....	6 h	British	Commodore's flag-ship	3097	20	.....	.....	Commodore Smith